

# MEMO

**DATE:** March 16, 2006

**TO:** Transportation and Communications Committee

**FROM:** Alan Thompson, Senior Regional Planner (213) 236-1940 thompson@scag.ca.gov

**SUBJECT:** Airport Ground Access Analyses for the Next RTP

## SUMMARY:

Mr. Alan Thompson, SCAG Staff will brief the Committee on the analyses to be conducted as part of the Regional Transportation Plan development.

## BACKGROUND:

SCAG is legally required to develop an airport ground access plan as part of its Regional Transportation Plan. The ground access plan for the 2004 RTP was even used by the FAA in the development of its "Aviation System Planning" advisory circular.

The modeling for the 2004 Plan generated air passenger trips for several passenger categories (e.g. business, non-business, inclusive tours, resident, non-resident and part-time resident passengers). Air cargo trips were also generated for different cargo categories including general freight, express, e-commerce, as well as Maglev cargo (express and high-value cargo). Traffic flows generated by the various passenger and cargo trips were used individually and cumulatively to identify roadway capacity deficiencies. The already funded, Baseline projects were included in the 2030 roadway system.

The Regional Aviation Plan attempts to distribute long haul and international service to suburban airports to the north and east of the dominant urban airports. Palmdale is one of the targets for this redistribution process.

2003 and 2030 Regional Aviation Plan – Air Passengers (Millions of Annual Passengers)											
	BUR	JWA	LAX	LGB	MAR	ONT	PSP	PMD	SBI	SCL	TOTAL
<b>2003 Conditions</b>	4.7	8.5	55.0	2.9	0	6.5	1.2	0	0	0	<b>78.9</b>
<b>(Aviation Plan) 2030</b>	10.7	10.8	78.0	3.8	8.0	30.0	3.2	12.8	8.7	4.0	<b>170.0</b>

The Plan incorporates the proposed Maglev system, which will strategically connect the major airports and facilitate a balanced distribution of the aviation demand and services in the Region. Without an operating Maglev system that connects various airports, residential areas, and other high-activity centers, the Plan would only serve a total of 155.0 MAP, or a loss of 15 MAP to the Regional system. The system would also lose 266,000 tons of air cargo.

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For the 2004 RTP, the ground access analysis concluded:

- From an economic perspective, the cumulative costs of ground access improvements for the ten airports must be compared with tangible gains in stimulating local and regional growth and establishing multiple gateways to national and global economies.
- A lack of adequate investment in future airport ground access improvements will hinder the region's ability to utilize available capacity at suburban airports, which would have negative impacts on the regional economy.
- Airports as land uses do not typically generate greater surrounding traffic volumes than other types of developments... The primary reasons for giving priority to airport ground access projects are to maintain and enhance the efficiency of the entire regional aviation system, which is vital to the regional economy.
- Airport ground access could be overwhelmed by traffic generated by catalytic development that locates around airports.
- Approximately \$4.01 billion in airport ground access improvements [Not including MagLev] will be required to support the Regional Aviation Plan and its 10 commercial air carrier airports. The mix of projects and costs varies significantly on an airport-by-airport basis.
- New and additional financing for the airport ground access improvements may need to be seriously examined as airports grow and [emerging] airports are brought on line.

The continued ability of SCAG's regional aviation system to meet the economic needs is depended upon an efficient airport ground access system. Adequate ground access will be the limiting factor in the region for meeting our aviation needs. Specific airport ground access improvement strategies have been developed in conjunction with subregions and individual airports, most recently March Inland Port and Ontario International Airport and in the 2004 Regional Transportation Plan.

For the next Regional Transportation Plan, both short term and long term strategies for meeting the ground access needs will be updated and refined. These include:

- Recommending additions and revisions to the list of arterial, intersection, interchange and parking improvements for each carrier airport. Recommendations on internal airport improvements in terms of terminal access and parking facility needs.
- The examination of remote fly-away locations for both LAX and Ontario airports (in cooperation with Los Angeles World Airports).
- Identification of significant regional transit improvements that would best compliment airport improvement packages, in conjunction with the forecast mode choices.

The Schedule for developing the Ground Access component of the Regional Transportation Plan is:

- **July 2006:** Present ground access recommendations from the 2004 RTP to the RTP Technical Advisory Committee for review, as well as a schedule for updating the ground access element for the 2008 RTP, including adding transit projects.
- **August 2006:** Initiate new ground access work for the 2008 RTP, with an emphasis on evaluating transit, HOV and flyaway projects, as well as updating, revising and refining ground access projects from the 2004 RTP.

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- **November 2006:** Complete Regional Aviation Capacity and Forecasting Study.
- **February 2007:** Complete recommended list of revised list of airport ground access projects to be included in the 2008 RTP airport ground access element, minus transit projects.
- **March 2007:** Complete transit projects to be included in the RTP airport ground access element, in the context of an overall short-term airport decentralization strategy, emphasizing a regional airport flyaway system.
- **April 2007:** P&P TAC reviews all recommended airport ground access projects for the RTP.